

U.S. Coast Guard Towing Requirements

Currently the known U.S. Coast Guard requirements for towing obsolete vessels from the Marine Safety Office at the Hampton Roads area include those listed below. The requirements may be different for other U.S. Coast Guard Marine Safety Offices. These requirements are subject to change by the Coast Guard without notice and may be project specific. MARAD does not guarantee that these are all the requirements the Coast Guard may require. The responsibility for determining the exact Coast Guard towing requirements rests with the Contractor.

1. Completion of the standard Dead-Ship Proposal Form including tank lay-out with hazardous material type, amount and location on board. A liquid loading report will be provided by MARAD. Completion of the standard Tug Escort Proposal Form.
2. Comprehensive discussion of pilotage and docking issues: specifically who will have operational control of the evolution during all phases of transit and where those persons will be stationed.(The U.S.C.G. may require this plan to be in writing)
3. Complete description of the proposed towing configurations through all phases of the transit.
4. A spill contingency plan including 24 hour contact information for a qualified individual and a description of pre-positioned spill response equipment.
5. Discussions of weather conditions and operational limitations.
6. The number of individuals who will remain on the towed vessels during the evolution.
7. The names and official numbers of any foreign flagged vessels involved in the operation.
8. A communication plan and/or schedule
9. A timeline of events for the overall operation.
10. Vessel evaluation for the issuance of an International Loadline Exemption Certificate. This certificate is based on a current material condition survey of each vessel. The survey shall be delivered to the assigned Marine Inspector for review prior to the issuance of the certificate, if necessary. A possibility exists that the Marine Inspector may require a Marine Chemist Certificate declaring a space “safe for entry” if the inspector determines that access to a confined space is necessary during the examination.